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CENTRAL INTELLIGENCE AGENCY 25X1 REPORT

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1. A gravel air base with two corrugated sheet metal hangars, each about 40x50 meters, and a landing ramp was on the northern shore of the Sevastopol ( $33^{\circ}32'N/44^{\circ}03'E$ ) bay, Crimean Oblast. [REDACTED]

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2. An improvised airfield, about 500 x 600 meters, without hard-surface runways or taxiways, was on a plateau, about 1½ km north of the seaplane base. Four biplanes were stationed at the field.

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3. A seaplane base with two parallel, about 30 x 50-meter, concrete landing ramps was in an inlet on the northern shore of the Sevastopol bay. A destroyed hangar was on each landing ramp. Behind one of the landing ramps there was a 40 x 50-meter hangar with a wooden shed, 5 x 6 x 20 meters, on it.
4. The following planes were seen on the parking sites:
  - a. About six single-engine seaplanes: High-wing monoplane, radial engine with cowling on braced engine mounting atop of wing center, wings without dihedral or sweep-back, rounded at tips, wing tip floats, simple rudder assembly, length about 10 meters, span 8 meters.
  - b. Ten to twelve twin-engine seaplanes: High-wing monoplane, two radial engines housed in wing nacelles, wings without sweep-back or dihedral, cut at tips, double rudder assembly, glazed gunner's station at tip between wings, two wing tip floats retracting inward, length of fuselage 20 and 25 meters, portholes on both sides. The planes were slow and clumsy.
5. Seaplanes of both types practiced taking-off and landing on the water (apparently school flying). The twin-engine planes also made flights with towed sleeve targets at which fighters practiced firing.
6. A naval air base, about 1 km in diameter, was at the northern outlet of the Sevastopol bay, about a 10-minute's walk northwest of the old naval school (1<sup>st</sup> camp). It had the following installations:
  - a. A sloping bank with landing ramps for seaplanes
  - b. Four repair hangars, each about 30 meters square
  - c. A filling station with underground tank installation, 20 meters square
  - d. Eight new three-story barracks buildings, each 80 meters square.
7. Since 1946 the construction of an airfield was underway about 800 meters from the western town perimeter of Sevastopol and northwest of the road to Balaklava (35°37'N/44°30'E). The RWS employed as construction workers at the field were relieved by Soviet Air Force troops in July 1947.
8. The field, about 2 km square, had a 50 x 1,000-meter runway covered with cement slabs. There were the following installations:
  - a. A three-story headquarters building and officers' club
  - b. Three cantonment buildings for 200 men
  - c. A photographic shop
  - d. Two wooden buildings (kitchen + a dispensary)
  - e. A ration supply depot.
9. The field was occupied by 80 to 100 fighters and biplanes.
10. An airfield, about 1 km square, was on a plateau southwest of the town and east of P. Camp no 7241/12. A road from Sevastopol crossed the site between the airfield and the P. Camp in a southern direction. The P. Camp of six cantonment buildings was dissolved in April 1948. A

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"valley with log houses" was northeast of the field.

11. The field had no hard-surface runways or roads. Two cantonment buildings were on the eastern edge of the field. A third cantonment building was gutted by fire. Five to six biplanes, apparently courier planes, were stationed at the field.
12. The following three airfields were north of the Sevastopol bay:
  - a. A seaplane base (with two landing ramps) on the northern edge of the bay, not far from the PW camp. There were some dwelling houses occupied by dependents of the seaplane personnel.
  - b. An improved airfield with two or three tents north of the seaplane base. Four biplanes were stationed there.
  - c. An airfield and seaplane base was on the shore of the Black Sea, near Belbek ( $33^{\circ}33'N/44^{\circ}40'E$ ), northwest of the PW camp. The construction of the field on which a PW detail of PW Camp No 7441/13 had worked, under the supervision of a German engineer, was completed in the Spring of 1949.
13. Three airports were observed near Sevastopol:
  - a. A seaplane base on the northern shore of the Sevastopol bay.
  - b. An airfield northeast of the seaplane base
  - c. An airfield on the southwestern town perimeter, northwest of an artery road to the southwest.
14. An airfield was on a plateau on the southwestern town perimeter, just southeast of the road to Cherson ( $33^{\circ}53'N/44^{\circ}35'E$ ). On the terrain adjacent to the field there were cantonment buildings and solid two-story buildings (formerly PW camp) in which air force and naval troops were quartered.
15. Five biplanes were observed at the field.

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Comment:

a. Of the airfields mentioned in the report the following may be considered to be confirmed:

- (1) The seaplane base on the northern shore of the Sevastopol bay, which is occupied by a naval pilot school equipped with aircraft of the obsolete NEM-4 and GSI types, the latter a duplicate of the Catalina design.
- (2) The small airfield about 1 km north of the seaplane base is occupied by a few U-2s used for photographic reconnaissance purposes. This field is probably of minor importance.
- (3) The recently improved large airfield south of Sevastopol which had a runway and which is occupied by fighters (see para 9).

b. The newly constructed airfield near Belbek, mentioned in para 12c, has not been confirmed by other sources.

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